

Mails.

NORDDEUTSCHER LLOYD.

BREITEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About SATURDAY, 11th Dec.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" F. v. Benzer	WEDNESDAY, 15th December, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULO" Capt. F. Prosch	About WEDNESDAY, 15th December.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 17th Dec., Daylight.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of December.

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th December, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, POLYNESIAN	ERNEST SIMONS	Girard	6th Dec., P.M.
MARSHALLS, VIA PORTS	ERNEST SIMONS	Girard	7th Dec., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, OCEANIC	Sellier		20th Dec., P.M.
MARSHALLS, VIA PORTS	TOKIN	Charbonnel	21st Dec., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £21.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 23rd November, 1909.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"

Capt. Marabal (1900 tons 14 knots) Capt. Bismar

DEPARTURE:

From HONGKONG the Co.'s Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.

From CANTON (French Concession, Shamoen) Every Evening at 5.15 excepting Sundays.

FARES:—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier

CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

P. A. LAFFIQUE & Co., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.80) can always be engaged at Canton. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shamoen at about 3 p.m.

Hongkong, 19th November, 1909.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, on order, for Illustrated Booklet on "Defective Sight"—free.

LONDON

CALCUTTA

SHANGHAI

John Street, Bedford Row, W.C.

19, Bevington Street

156, Westinghouse Street

Singapore, 4th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	(IN COURSE OF CONSTRUCTION.) Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 18th, 1903.

F. BLACKHEAD & Co.,
SHIP-OHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
F. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES
... ..

REGRET

You will NEVER if you

VISIT

MOHIDEEN &
THAHA,in
D'AGUIAR STREET,
the
NEW JEWELLERS
AND DEALERSin
CEYLON PRECIOUS
STONES
of every description, and
other GEMS.

Hongkong, 11th August, 1909.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'AGUIAR STREET,
HONGKONG.

Hongkong, 1st September, 1909.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

Following are the minutes of a meeting of the Council held at the Board Room on the 16th November:

Present: Messrs. W. H. Wallace (chairman), J. S. Fenwick, N. Kruse, N. Wilson, K. Trudgubare, Lim Nee Kar and the Asst. Secretary.

THE REGISTRATION OF SAMPAHMAN. A communication was read from the Haifangting, requesting the Council to issue orders for all Kulangsu sampahman to proceed to his yamen for registration.

It was decided to refer the Haifangting to the Council's previous letter on the same subject to inform him that they do not see any reason for changing their former opinion, and regret they cannot comply with his request.

The Assistant Secretary was directed at the same time to supply the Haifangting with a complete list of sampahman registered in the Office of the Kulangsu Municipal Council.

CHINESE POLICE. The Assistant Superintendent of Police reported that out of the 10 Chinese who were enlisted into the police for Jetty work on October 23rd only one man was at present available for duty, the remainder refusing to serve as the hours, i.e. 9 p.m. to 6 a.m., were much too long. After discussion it was decided to fix the hours of duty from 12 p.m. to 5.30 a.m.

DOGS DESTROYED. Thirty-five dogs were reported to have been destroyed since last meeting.

POLICE REPORT. The following cases were reported as having been dealt with at the Mixed Court since last meeting: Summonses—Debt, 1; Contempt of Court, 1; Assault, 1; Leaving protection, 1; Summary Arrests—Littering at night, 1; Being in possession of stolen property, 1; Committing a nuisance, 1; Hawking milk from an unlicensed dairy, 1; Obstructing the police, 1; Attempt at theft, 1; Being a Rogue and Vagabond, 1.

TRAGEDY OF THE DESERT.

A GOVERNOR SHOT DEAD WHILE RESCUING A SLAVE GIRL.

Cairo, October 9. News has just come in that the Oasis of Siwa has been the scene of a tragedy, in the course of which the Memur (District Governor) and two of his attendants were shot and two other soldiers wounded. The following are as near as possible the correct details.

Sheikh Osman Haboul, the political Sheikh of the Oasis, had for a long time been suspected of trading in slaves and arms. The Mamur made a raid on his house, and finding there during his search a female slave, whom the Sheikh had just purchased, he took her off with him.

Osman Haboul, accompanied by his son and his two nephews, followed him to the Mamur, and demanded the restitution of the girl. The Mamur naturally refused, whereupon the Sheikh's son drew his revolver and fired two shots at the Mamur.

The Sheikh himself followed suit, and killed the unfortunate officer. They then fired their revolvers right and left, eventually killing two and severely wounding two more of the accompanying soldiers.

The police officer of the station then hurried on the scene with more men, and with some difficulty succeeded in arresting the murderers. The Government is about to make a full inquiry into the affair.

A HOTBED OF FANATICISM. It is most unfortunate that this incident has happened at Siwa, as it is the hot-bed of Senusism. The oasis is in the Libyan Desert; it is situated at twelve days' march from Alexandria but is only two days distant from Jarabub, the actual headquarters of the Senusi.

Although the oasis belongs to Egypt, the Government has up to now not been able to maintain any control over it, owing to the peculiarity of its position, and the extreme fanaticism of the tribes. The semblance of authority is upheld by a Mamur, a police-officer, a doctor, and a score of soldiers, so that, beyond that the Siwas pay an annual tribute to Egypt, one could almost say, they enjoy Home Rule.

The Sheikh Osman Haboul, who, according to the telegram, has been arrested, is not only the political Sheikh of the district, but he is also the intermediary between the Egyptian Government and the Senusi, being the latter's official representative.

It is for this reason, that the authorities may be placed in a delicate position, and it is quite possible that the local chiefs will take the part of Sheikh Osman, as they are all traditional slave-traders.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE IN WONG-WEI-CHONG ROAD.

A HOUSE IN RYFON TERRACE.

OFFICES IN YORK BUILDING.

GODOWNS IN PRAYA EAST, BLUE BUILDINGS, and No. 102, DES VUEX ROAD, next to the Hongkong Hotel.

FLATS IN MCKENNEY TERRACE.

No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hartness, 30th November, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 11th September, 1909.

OTHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- Signal No.
1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and a DRUM below. Indicates a Typhoon to the North-East of the Colony.
 3. A DRUM. Indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and a DRUM below. Indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and a BALL below. Indicates a Typhoon to the South-West of the Colony.
 7. A BALL. Indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and a BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:—

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light House.

F. G. FINE, Director.

Hongkong, 10 April, 1909.

Intimation.

Auctions.

CHEAP TRIPS TO PEKING.

Intimations

Consignees.

Powell's

Xmas

Bazaar

NOW

OPEN.

POWELL'S

ALEXANDRA

BUILDINGS.

and

28, Queen's Road.

Hongkong, 6th December, 1909.

PUBLIC AUCTION.
THE Undersigned will sell by PUBLIC AUCTION, TO-MORROW, the 7th December, 1909, at 2.30 P.M., at his Sales Rooms, Daddell Street, A Varied Assortment of GENTS' SUIT LENGTHS, TURKISH TOWELS, BATH TOWELS, SATIN QUILTS, LACE CURTAINS, HAND-EMBROIDERED TOP SHEETS, BEDSPREADS, PILLOW CASES, DAMASK TABLE CLOTHS, SHEETS, WALKING SKIRTS, WHITE LAWN UNDERSKIRTS, &c., &c.

ALSO
 A few lot of XMAS TOYS, CUTLERY and JEWELLERY.
 Catalogues will be issued.
 TERMS:—As usual.
 G. P. LAMBERT,
 Auctioneer.
 Hongkong, 3rd December, 1909. [814]

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

WEDNESDAY, the 8th December, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE, comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTELS with BEVELLED GLASS, BOOKCASES, TEAKWOOD SIDE-BOARDS and DINNER WAGGONS with BEVELLED GLASS, WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHING TABLE and WASHSTAND with BEVELLED GLASS, HATSTAND, Double and Single BRASS-MOUNTED BEDSTEADS with WIRE and RATTAN MATTRESSES, CARPETS, GLASS, CROCKERY and E.P. WARE, CANTON CARVED BLACKWOOD WARE, BRASS and IRON FENDERS, COOKING STOVE and UTENSILS;

AND
 One COTTAGE PIANO.
 Catalogues will be issued.
 TERMS:—As usual.
 HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 2nd December, 1909. [812]

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

THURSDAY, the 9th December, 1909, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A CONSIGNMENT OF HIGH CLASS ENGLISH JEWELRY, comprising:—

DIAMOND RINGS, BRACELETS, BROOCHES, PINS, GOLD BANGLES, MARQUEE RINGS, GOLD and SILVER WATCHES by Benson, SILVER BACK HAIR BRUSHES, TOILET SETS, JEWEL CASES, MANICURE SETS, GENTS' FIC SKIN DRESSING CASES, FANCY GOODS, &c., &c.;

ALSO
 VALUABLE 18-k. GOLD CHRONOMETER WATCH by Ohas. Frodsham, London.

AND
 A quantity of LOOSE DIAMONDS.
 These goods have just arrived from London, being part of bankrupt stock, and are not locally owned. Suitable for Xmas presents.
 Catalogues will be issued.
 TERMS:—As usual.
 HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 4th December, 1909. [816]

Intimations.

YUEN HING,
 No. 4, D'AGUILAR STREET.
FACTORY SWATOW KIA LAK.
 MANUFACTURE WHOLESALE & RETAIL DEALERS
 In all kinds of hand-made DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER WARE, &c., all of the best quality.
 Hongkong, 5th August, 1909. [811]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.
 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
 CABINET-MAKERS AND ART DECORATORS.
 from Shanghai, has re-opened their FURNITURE STORE
 at
 No. 39, DES VOUEX ROAD CENTRAL.
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.
 Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
 (Sd.) A. S. WATSON & Co.,
 15th May, 1897.

ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
 Hongkong, 6th August, 1909. [810]

THE HISTORY OF A POOR MAN'S JAUNT ACROSS SIBERIA.

Think of it? You breakfast in London one Saturday morning; the following Saturday you are rumbling in the Irkutsk express over the marshy prairies of West Siberia; and the weekend after that you are watching the great, brassy Mongolian sun set over the temples of old Peking.

The terminus of the great Siberian railway which makes this possible is at Vladivostok. The Peking trippers drop away at Harbin, a day's ride short of that far-away Russian stronghold; but if I describe how I came from Vladivostok to London for £35, I shall include the main features of a cheap trip from or to Peking, as fares and distances are about the same, and passengers from or to both places are in company for twelve or thirteen of the fourteen days.

I will pass over the trying details of ramblings and adventures in the East, and will start my story on the platform of Vladivostok's neat little station, where I stood one crisp, frosty morning in October, wondering if the small 's'm in my pocket would see me through to London and home. It seemed a big proposition—a trip of about eight thousand miles, to last three weeks or more, with food to buy on the train and "diggings" to pay for at any town wherein I might want to stay. I had heard of third-class tickets by the emigrant trains, costing about £10 to Harbin, but I yearned for other companionship than that of peasants, and I was not an entomologist with ambitions. Moreover, these emigrant trains carry no food. You must take your own, or pick up lightening lunches from mysterious Slav dishes; at this station or that; and stations do not happen often in Siberia.

So I went second by the express, which carries only two classes of passengers. That cost me £18. I put aside another £5 for food on the train, reckoning at the rate of about four roubles a day. The food, I may say, was capital. I found it ample for my modest tastes. There was little need, or chance, for further expenditure on the run to Moscow. I was able to look after my own baggage, a large Japanese-basket.

LEAVING THE EDGE OF THE WORLD.
 It is a glamorous sensation, this pushing out on the express to or from the edge of the world. What a gulf those shining metals bridged! What a queer sense of nearness to home they stimulated compared with the sense of distance when one boards a P. and O. liner at Shanghai, which has to bucket across many strange seas before reaching its European haven!

The second bell note our ears. The pompous station-master strode to the engine, and handed the driver his staff of office, without which authority no Russian engineer dare open the throttle; then we stole away towards the Manchurian mountains, on the first stage of the journey to Irkutsk, 2,778 versts away, where we were due to arrive on the fourth day.

There were about fifty passengers, and as long as the daylight lasted we spent the time watching the fleeting panorama through the corridor windows. When night fell, perhaps we drank tea at the dining-car, or played chess, or again stood in the corridor and watched the moon-light play on mountain and valley, listening the while, may be, to the gallant subaltern of Siberian infantry playing his plaintive *balalaika*, and chasing the melody of some stupid little Caucasian love ditty sung by his chum, a vivacious and pretty dancing girl, bound for St. Petersburg after a season on the Vladivostok halls.

At Manchuria, as the frontier station is called the baggage was examined, and then, one cold and frosty midnight we entered the 6,500,000 square miles of land, with their 16,000,000 inhabitants—Siberia.

"THE MAN WHO WANTED A BATH."

Now, the astonishing feature so far was the oppressive heat inside the train. Outside, Siberia justified its frigid reputation, and it was cold enough to attach icicles to our mammoth engine. Inside, it was hot enough to make any true Christian sigh for a bath. This tropical atmosphere was not surprising on investigation for one found that there were double windows everywhere, practically no ventilation, and a vigorous heating apparatus doing overtime. The steward seemed pained when I inquired as to the possibilities of a bath, and from that moment, I could see that I was shadowed as a sort of suspect—"the man who wanted a bath." I spoke to the two other Englishmen on the train, and together we went in search of the elusive bathroom. We discovered it in hopeless disuse, the bath itself being packed, I believe, with luggage. But we were not to be denied, and, one morning, before the other passengers were astir, we stormed the ordinary lavatory, and never, I am sure, felt more virtuous than after our "plunge" in what was little more than a washstand.

After skirting the mysterious waters of Lake Baikal, we bumped into Irkutsk. It is a cold, cheerless city on the banks of the Angara; dates back to 1652; has a population of about 70,000; and is chiefly known to English people by reason of occasional newspaper mention when the convicts there hold their annual revolt—I spent a few days in the city—and was glad to get away. A bed at anything but a first-rate hotel costs about four shillings a night. The prevailing note at Irkutsk seemed to be shabby finery in people, streets, and buildings. It was a city in a silk hat and hobnailed boots. There was a gorgeous cathedral, but not a road worthy the name; an opera-house that might have adorned the boulevards, but a wooden bridge the Zulus would disown; electric light and a ladies' band, but not a decent dish at the hotels. One came across aggressive Siberian millionaires driving in fine droshkies behind beautiful horseflesh. Their womenfolk were dressed in priceless furs and the latest Continental freak fashions. But to see those men of wealth eat was as good as a visit to the Zoo.

They shovelled their food down with their knives, except when they rolled on their fingers. Roughly, my stay in Irkutsk cost me £1. Then there was a further £1 to pay for sleeping accommodation on the express to Moscow, an "extra" with which I had not reckoned.

A SEEMING ETERNITY OF SNOW.

It was colder—outside that is—when we started on the second stage of the journey to the old Russian capital, 3,500 miles across the plains, and soon we ran well into the land of snow—snow such as you can only see on those vast untrodden "tundra"—snow of pitiless purity, covering the land like a huge borderless blanket. The forests of pine and birch seemed to represent Nature's last effort against the onrush of winter. We passed a village on an average every thirty-five miles or so. Silent and sleepy places they were, looking in the distance like some big black sere on the earth's white bosom. They were all monotonously alike; built mainly of wood from the forests, the only two respectable buildings being the station and the church. It mattered not how dirty and poor the village, there arose from the drab cluster of huts a clean white house of worship, with its distinctive green roof.

So we rushed across marshes and steppes, round the hills (the Russian engineers always dodge hills) and through forests—the forests which solved the problem of Siberian transport by providing illimitable fuel for the locomotive. We felt the first ripples of civilisation at Cheliabinsk, and, once through "the wonderful Ural Mountains, knew that we had bidden Siberia good-bye. One's view of Russia depends on whether you approach the country from east or west. If from the west, it has a not too attractive prospect, and its civilisation does not smite you as being particularly desirable; but when it is from the dismal regions beyond the Volga that you come, it is a land of joy and enlightenment by comparison.

THE SPLENDOURS OF SUNRISE OVER MOSCOW.

Eleven days out from Vladivostok, not reckoning the stay at Irkutsk, the oil-engine which had met us at Toula dragged our weary train into Moscow. It was sunrise, and to know the beauties of Moscow you must enter the city from the east, when the morning sun-rushes to kiss the gilded cupolas and crosses of its 1,600 churches. Ah! that was a sight of splendour never to be forgotten!

I shall hasten over well-known routes to London now. I spent £1 in Moscow, covering hotel and sight-seeing expenses. Another £6 saw me through to London, and as I stepped into the glare of the Metropolis from Liverpool-street Station I took measure of my personal budget, and found that I could indulge in the luxury of a "taxi" to the home of my parents, and still jingle two golden sovereigns in my pocket.—Gordon Marel in *Pall Mall Gazette*.

For Sale.

FOR SALE.
AMERICAN BILLIARD TABLE (Nearly New).
 Balls, Cues, Rest, all complete.
 Apply to—
 GEO. MCBAIN,
 No. 22, New Praya.
 Hongkong, 24th November, 1909. [793]

FOR SALE
AT
GRAO & Co.'s STORE,
 27, Des Voeux Road Central.

XMAS GOODS
 JUST UNPACKED
RAPHAEL TUCK'S XMAS AND NEW YEAR CARDS
 Popular packets of 18 Assorted Cards for 50 cents, also selected varieties at various prices.

Xmas Auto Stationery.
 Cribes, Calendars, Art Relief Novelties.
 Unwearable Rag Picture Books for Children.
 Mechanical and Rocking Animals.
 Kinderarten A. B. C.
 Half Masks.
 Pictorial Puzzle Post Cards—A highly fascinating and instructive pastime.
 Post Cards "Writeaway" and "Type of Beauties" Series.

TOM SMITH'S CRACKERS,
SWEETS in Fancy Boxes and Porcelain.
VARIETIES OF ALBUMS FOR:
 Autographs, Poetry, Post Cards, Postage Stamps.
GIFT BOOKS—Selected varieties appropriate for Children.
ARTISTIC PICTURES on glass, &c. framed.
VIEW POST CARDS of Hongkong, China and Chinese Costumes.
FLOWER and VEGETABLE SEEDS.
GARDEN BOOTS with wooden soles and thick felt lining.
PICTORIAL GUIDE to Gardening.
PERFUMES, SOAP, Hair Tonic.

DISH PAPERS.
MANILA CIGARS and CIGARETTES;
 also
USED POSTAGE STAMPS and ALL PHILATELIC REQUISITES.

INSPECTION INVITED.
 Hongkong, 24th November, 1909. [66]

COLONIAL SECRETARY'S DEPARTMENT.

APPLICATIONS, which should be addressed to the Registrar General, are invited for the post of CHINESE TRANSLATOR in the Supreme Court. The Salary of the Post is \$1,680 a year rising to \$2,400.
 F. H. MAY,
 Colonial Secretary.
 15th November, 1909. [806]

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—
 On the 6th, 7th, 9th and 10th December, 1909.
 In the direction of Chin-lan-chiu and Customs Pass, at ranges up to 8,000 yards, commencing at 10 A.M., and finishing (if the range is clear) at 1 P.M.
 If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.
BASIL TAYLOR,
 Commander, R.N.,
 Harbour Master, &c.
 Hongkong, 3rd December, 1909. [815]

BAZAAR
 IN AID OF THE
POOR CHINESE ORPHANS
 OF THE
ASILE DE LA SAINTE ENFANCE,
 Under the Distinguished Patronage of His Excellency Sir FREDERICK LUGARD, K.O.M.G., C.B., D.S.O.

The French Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL, on THURSDAY, the 9th inst., at 2 o'clock in the afternoon.
 They request your presence in order to inspect the different Needle and Fancy Works made by their Poor Orphans.
 Asile de la Sainte Enfance,
 Hongkong, 30th November, 1909. [807]

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche & Co."

Per Bot.
 XXX Very Old Fine\$2.50
 V.O.C.B. Guaranteed 20 Years
 Old 5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?
FRENCH STORE,
 Sole Agent.
 Hongkong, 30th April, 1909. [140]

OSMAN & CASUM,
 1 & 3, D'AGUILAR STREET

JUST UNPACKED
 Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.
LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.
 Samples on application.
 Coast Port Orders carefully executed.
 Hongkong, 6th September, 1909. [197]

BENGER'S Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in Tins by Chemists, etc., everywhere.

"GLEN" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.
 FROM MIDDLESBRO', ANTWERP, HULL, LONDON AND FORTS.

THE Steamship
"GLENURRET,"
 Captain Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 7th December, at 3 P.M.
 All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th December will be subject to rent.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
 Hongkong, 2nd December, 1909. [811]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship
"GOEBEN,"
 having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th of December, will be subject to rent.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of December, at 9.30 A.M.
 All claims must reach us before the 15th of December, 1909, or they will not be recognised.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO
 Ex S.S. *Caboto* from Venice.
NORDEUTSCHER LLOYD
MELOHRS & Co.,
 General Agents.
 Hongkong, 2nd December, 1909. [5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"LAISANG,"
 having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
 Cargo, impeding the discharge or remaining on board after 4 P.M., the 6th inst., will be landed at Consignees' risk and expense.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
 Hongkong, 3rd December, 1909. [6]

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

OF

TYPEWRITERS, BICYCLES and MOTORS.

DRAGON CYCLO DEPOT.

33 and 35, Des Voeux Road.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE
AND
REFRESHING.Watson's
FRUIT SYRUPSmixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. [38]

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional.

Subscriptions for any period less than one month

will be charged as for a full month.

The daily issue is delivered free when the address is

successful in messenger. Post subscribers can have

their copies delivered at their residence without

any extra charge. On copies sent by post an

additional \$1.50 per annum is charged for postage.

The postage on the weekly issue to any part of the

world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-

five cents (for cash only).

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 6, 1909.

THE OFFICIAL CAUSE OF Togo.

Much abused Hongkong occasionally

comes in for a meed of flattery in its imita-

tion which is the sincerest form of manifest-

ing its praise. According to a Reuters des-

patch from Berlin of 3rd November, the

Government of the German colony of Togo

has issued a decree ordering that in public

buildings in the colony, where natives con-

gregate, such as schools, hospitals or prisons,

cats are to be kept officially. The explana-

tion of this order is contained in the decree

of the Governor of the colony dealing with

the danger of the introduction of plague into

Togo from the British Gold Coast. The Gov-

ernor says that the renowned bacteriologist,

Dr. Koch, had reported the successful experi-

ments made with cats for the eradication of rats

in plague-infested and plague-menaced har-

bours of China. In Hongkong orders had

already been issued providing for the main-

tenance of one cat in every house, and three

cats in larger houses. An investigation made

by the German Government at Lome (Togo)

showed that there were rat-eating cats there,

and that rats were not generally to be found

in the houses where cats were kept. It is

therefore officially advised that the num-

ber of cats in the coastal towns primarily

exposed to the plague danger and in Ho-

LOCAL AND GENERAL.

THE Empress Dowager, it is reported, desires

to contribute Tls. 30,000 to the Navy Fund.

The Prince Regent has approved the Opium

Prohibition Laws submitted by the Government.

Mr. S. Atkinson, Japanese Minister to Belgium,

has been appointed Ambassador to Austria-

Hungary.

The Germans have asked for permission to

construct docks on the coast of Shantung, but

the Waiwupu has refused the application.

H.E. GENERAL Sir Joachim Machado and

Capt. J. M. R. Norton returned from a visit to

Canton this afternoon. They travelled by the

Hongkong, Canton and Macao Steamboat Co.'s

s.s. Bonam.

The Chinese Engineering and Mining Co.,

L.A. kindly informs us that the total output of

the Company's three mines for the week ending

Nov. 20 amounted to 24,813 72 tons, and the

sales during the period to 26,885.50 tons.

Mr. J. T. Pratt, the British Mixed Court As-

sessor and one of the members of the Shanghai

Interpol Cricket Team, returned to Shanghai

on Monday, 19th ult., by the P. & O. S. *Br-*

ist. Mr. Pratt had to be carried ashore as

he was suffering from pneumonia and rheuma-

tism. He played for Shanghai in the first innings of

the match with Hongkong, but afterwards, by

the courtesy of the Hongkong captain, Mr. D.

Brand, was allowed to come into the team as

a substitute.

A WELL-dressed Chinaman named Mok Man

Sik appeared before Mr. J. R. Wood at the

Magistrate's office on a charge of the alleged

larceny of a diamond ring valued at

\$500 from a woman named Tam Kum. The

evidence adduced went to show that on the 9th

September last, defendant was handed the ring

for which he said he would find a purchaser.

Later on, defendant informed the woman that

he had pawned the ring and handed her the

pawn-ticket. Mr. M. R. Harris prosecuted and

Mr. P. W. Goldring defended. The case was

remanded.

THE H.A.S. *Brigantia*, which went ashore

on the 19th ult. on Saturday morning, 27th ult.,

has not yet been refloated. Several tow boats

have been in attendance and have attempted to

draw her into deep water, but without success;

and on Sunday the German cruiser *Fekuhorn*

went out to stand by and render assistance.

The whole of the *Brigantia's* cargo has already

been discharged, but as the tides are fallen it is

feared that further attempts to move her will

have to be abandoned for some eleven days

until the tides are higher. Given fine weather

during this time, the *Brigantia* ought ultimately

to be saved.

A TWO-days' sale of rare postage stamps has

been concluded at the Auction Room, when

the following price was paid:—French Colonies,

Pakhoi, October, 1896, the mint set com-

plete, c. 1 to 1.10 (these stamps being the

originals, not the re-issue of 1903), £1 15s.

The attendance was good at the Argyle

Galleries on 2nd inst. when Messrs Glendinning

disposed of a number of scarce unused postage

stamps, in mint state, formed by a well-known

American collector. A History of Postal

Stamps of Imperial Japan, 1866, fetched £8

The postage stamps included China, Hoi Hao

1901, 15c. blue on quadrille paper, mint and

scarce, £1 13s. and Hongkong, 10c. on 5c. on

18c. lilac, mint and very scarce, £1 2s.

TROUBLE BETWEEN MONEY-
CHANGERS.

A remarkable tale was unfolded before Mr.

E. R. Hall (First Police Magistrate), in the

Police Court this morning, when Abraham

Elias, a money-changer, was charged by

C. J. Merchant, another money-changer, with

the alleged snatching of a \$100 bill from the

complainant on Saturday last. Mr. L. d'Alme-

ida appeared for the complainant and Mr. E.

Da idson was for the defendant.

The complainant caused a mild sensa-

tion in the Court-room from the time he

entered the witness-box until he was ordered

to stand out. His evidence was a chain

of incoherent remarks. He made state-

ments, contradicted himself again and again

and continually twisted about his remarks in a

most marvellous manner. From what could

be gathered from his story, it appears that

shortly after seven o'clock on Saturday last, he

went to the King Edward Hotel with about

CRUELTY TO A MULE.

ANIMAL'S TONGUE WAS PULLED OFF

ITS HEAD.

The story of cruelty to a mule was related

before Mr. E. R. Hall (First Magistrate) in

the Police Court this afternoon. The defend-

ant was an Indian dr. attached to the Army

Service Corps, at whose instance the serious

charge of unlawfully mutilating a mule was

preferred against the defendant. The Crown

Solicitor conducted the prosecution, the pro-

secution being unopposed. The Crown Solicitor

gave a graphic description of the cruelty,

from which it appeared that on the 27th

November last, certain mules belonging to

the Army Service Corps were being sent

over to the Camp at Customs' Pass, among

which were three mules in charge of a

man named Sunda Singh and the defendant.

When the animals arrived at the Camp at

Customs' Pass, one of them was found injured.

Sunda Singh was questioned about the matter

and said that the animal was left in charge

of the defendant, who said that it had a fall

but did not give any proper explanation of

what had happened. He was later questioned

by a corporal, to whom the defendant said:

"I caught the mule's tongue to keep him

from running away. I held on to the mule,

who got injured." When the mule was ex-

amined, it was found that it had sustained a

frightful tear in the tongue just near the root.

The injury was found to be so bad that it was

impossible to save the animal's life and it had

to be shot. The Crown Solicitor at this point

explained that as the defendant was not on the

strength of the Corps, he could not be court-

martialled, and was therefore sent before his

Worship. He submitted that the defendant

had no right to stop the mule by holding on to

his tongue. The proper way was to hold it by

his snaffle or bridle but he had no right to hold

him in any way by his tongue. There were

no eye-witnesses to testify to what had hap-

pened. All they knew was that the mule was

left in defendant's charge and was afterwards

found in the condition already stated. The

prosecution did not wish to unduly press the

charge against the defendant, but at the same

time it did not want the case to go to the

Supreme Court but that it should be

dealt with summarily by his Worship. The

Crown Solicitor asked his Worship to take

such a view of the case as to prevent other

drivers from committing a similar offence in

future. The mule had cost £10, so that its

death was a substantial loss to the Army.

Evidence was called and defendant was

awarded four months' hard labour.

HONGKONG VOLUNTEER CORPS.

GOVERNOR'S CUP COMPETITION.

A large number of Volunteers paraded at the

Polo Ground (Causeway Bay) on Saturday

afternoon at 2 p.m. for the Governor's Cup.

The competition took place at the Tai Hing

Range. The afternoon was a good one for

shooting, and some excellent firing was seen.

The prize went to Corporal Sorby, who carried

the honour with 28 points.

PETROLEUM IN SINGAPORE.

A FEW DETAILS OF THE NEW DUTY.

As will be seen from our report of the pro-

ceedings of the Legislative Council, held

yesterday afternoon, a new bill imposing a tax

on petroleum throughout the colony was intro-

duced by Government, taken through all its

stages at the Council, and passed into law.

The bill is printed in a Government Gazette

Extraordinary published last night. It is styled

"An Ordinance to make provision for the im-

posing and collection of a duty on petroleum

and other inflammable oils and liquids." The

products taxable are what are generally known

as the mineral oils, but they do not include

any liquid or substance which has a flashing

point higher than 170 degrees Fahrenheit.

All petroleum taken out of a vessel, on which

it has been imported, will, unless intended for

transportation, be taken to what is termed a

dutyable petroleum store, licensed for the

purpose, and when removed from the store,

otherwise than for export, it must pay duty of

five cents per gallon. There are eight gallons

of kerosene oil in one case. The tax per case

will therefore be 40 cents.

By rules which the Governor-in-Council is

DESTRUCTIVE CANTON FIRE.

EXTENSIVE DAMAGE.

[From Our Own Correspondent.]

Canton, 5th December.

It is very unfortunate that in the city of Can-

ton nearly two hundred buildings were destr-

oyed by fire during the last few days involv-

ing losses to the extent of at least a million dollars

worth of property. Night before last fifty-

seven buildings were destroyed in Siu She Kai

Street instead of forty as at first reported. Last

night two more extensive conflagrations broke

out in this city one at the Western suburb at 7

p.m. and the other at Yau Lan Moon in the Sou-

thern suburb at 3 a.m. In the first case fifteen

buildings were completely gutted and in the

second, which is the most destructive fire re-

corded here this year, seventy buildings in

neighbouring streets were destroyed. This

fire broke out in a shop which is situated by the

side of the new city wall. The flames leaped

high over the wall and thus involved a large area

on both sides of the city. The fire continued

to burn fiercely for several hours from 3 a.m.

till dawn. Within the fire zone there was pre-

sented a large number of fire brigades with

several thousand fire-fighters who arrived from

all parts of the city to render assistance.

CO-OPERATIVE INSURANCE COMPANIES.

Within recent years the merchants in this

city formed co-operative insurance companies

of which, each merchant, upon enrolling his

name as a member promised to take up a cer-

tain proportion of the capital thereby effecting

insurance on his properties. In case one mem-

ber of the company suffered loss by fire, all the

other members have to make good his loss in

proportion to the amount so underwritten. Most

of the merchants here are in favour of this

system of insurance and joined the co-operative

companies instead of insuring their properties

with foreign insurance companies.

THE CANTON-HANKOW

RAILWAY.

Writing under date Shichow, 17th ult., the

N. C. D. News correspondent says:—In return-

ing to this place from Canton, your correspond-

ent once more traversed the portion of the line

now in running order. The last time I travelled

over it, there was a long six miles journey from

the North River to the terminus at Yuntan,

which took some four hours in an halloo boat

caused me to miss my train and let me in for an

unexpected night in a Chinese inn. This time

the train brought us to Pakongshu, within a mile

of the North River, just above the famous Fal-

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE ENGINEERING & MINING CO.

NEGOTIATIONS WITH CHINESE GOVERNMENT.

[By courtesy of the "Sheung Po."] Peking, 5th December.

The British Minister has conferred with Grand Councillor Na Tung concerning the Kaiping coal mines.

They came very nearly breaking their friendly relations.

The position is somewhat strained.

THE TUNGKUANGSHAN MINES.

COMPENSATION OFFERED.

[By courtesy of the "Sheung Po."] Peking, 5th December.

The Chinese Government is willing to pay a compensation of \$450,000 for the cancellation of the Tungkuangshan mining concession.

TELEGRAPHS IN MANCHURIA.

FRENCH APPLICATION.

[By courtesy of the "Sheung Po."] Peking, 5th December.

The French have applied to the Central Government for permission to establish banks, post-offices, and telegraphs in the Three Eastern Provinces; but the Waiwupu has refused the application.

MANCHURIA.

JAPAN AND RUSSIA AT PEACE.

[By courtesy of the "Sheung Po."] Peking, 5th December.

Japan and Russia appear to be at peace in Manchuria, and there is now no fear of a rupture between the two Powers.

CHINA'S NAVY.

QUESTION OF FOREIGN ADVISERS.

[By courtesy of the "Sheung Po."] Peking, 5th December.

Prince Shun Pui-lap and Admiral Sah, the Naval Commissioners, have wired to the Grand Council recommending the engagement of foreign advisers for the reorganisation of China's Navy.

The Grand Council have replied that naval secrets will leak out by the employment of foreign advisers, so they have declined to accept the Commissioners' recommendation.

OBSERVATORY FOR KIAOCHOW.

PROPOSED ESTABLISHMENT.

[By courtesy of the "Sheung Po."] Peking, 5th December.

The Germans propose to build an Observatory at Kiaochow and have applied to the Waiwupu to defray part of the cost of construction.

SHIPPING AND MAILS.

MAILS DUE.

English (*Delta*) 9th inst., noon.
German (*Prinz Sigismund*) 10th inst.
Canadian (*Empress of Japan*) 10th inst.

The s.s. *Manchu* from South American ports, and is due to arrive here on 11th inst.

The s.s. *Gregory* from Calcutta left Singapore yesterday, and may be expected here on 11th inst.

The Imperial German Mail s.s. *Klatz*, which left here on 1st inst., at noon, arrived at Singapore yesterday, at 10 a.m.

The Imperial German Mail s.s. *Prinz Waldemar*, which left here on 3rd inst., at 10 a.m., arrived at Manila today, at 10 a.m.

The O. S. K. s.s. *Tacoma* from Tacoma left Shanghai for this on 5th inst. at 4 p.m., and is expected to arrive here on 9th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Nagasaki at 7.30 a.m., on 5th inst., and left again at 2 p.m., same day, for Shanghai, where she is due to arrive at 8 p.m., on 6th inst.

The P. M. S. S. Co.'s s.s. *China* sails from Yokohama en route to Hongkong on 6th inst. She is due to arrive at this port on 15th inst., and will be dispatched from this port for San Francisco on 24th inst., at noon.

The S. N. L. S. S. Co.'s s.s. *China*, which left Hongkong on 6th inst., and Yokohama on 14th inst., arrived in New York on 3rd inst., thus making a transit of 27 days from Hongkong and 18 days from Yokohama.

HIATUS IN SHANGHAI.

HOW THE FOURSCORE REEL REFUSED TO GO.

They do these things differently in Shanghai to what is the custom in Hongkong. At the Caledonian Ball we learn according to the *Shanghai Mercury* that:—"Unfortunately no piper was available for the ball, and this was a decided misfortune, for however fine a musician a man may be it is generally taken for granted that without a strong dash of Highland blood in his veins his Reels and Strathspeys do not go with the proper vigour. This seemed to be fully borne out by the results, for the first Fourscore Reel had to be performed twice. On the first occasion the music appeared an uncertain quantity, and the dancers not infrequently found themselves at sixes and sevens, and when the Master of Ceremonies announced that they would have it over there was much rejoicing. Then with springy tread and merry "hooh" away they went at it again, watched by admiring onlookers. At the next reel the orchestra was not called upon, the music being played on the pianoforte. It seemed that not more than twenty-five per cent of those present took part in the reels, but the remainder crowded round and watched with eager eyes. Many a regretful sigh was heard from people who could not dance it, and an equal number of expressions of admiration was to be found. But where were all the kilts? Highland costumes were fewer than ever, and in number were surpassed by Volunteer and Fire Brigade mess uniforms. At one stage of the dance it seemed as if those belonging to the Brigade were to have their evening's fun spoilt, for about eleven o'clock the clanging of the bell of a fire truck sounded through the hall. In a moment cards were thrown down, drinks left half finished, and the firemen trooped pell-mell down stairs for the door. It was a false alarm, for it was only a truck returning from duty at Chang-su-ho's Gardens.

THE OPIUM AND OTHER HABITS.

The Lieutenant-Governor of Burma, in reviewing the spread of the cocaine habit in Burma, says that he "views with much apprehension the extension of the habit which results in moral and physical degradation. Careful inquiries are at present being made into the conditions of the traffic in the drug, and, if necessary, legislation will be resorted to. The strengthening of the excise establishment may lead to more frequent seizures and so check the habit before it spreads any further, but without the active co-operation of the leavers of opinion among the people the task of maintaining a moral standard in regard to the use of intoxicating drugs is a heavy one." It would seem as if, in attempting to restrict the use of opium in India and Burma, (says the *Englishman*) we have given an impetus to the use of another equally, or perhaps more dangerous drug. There seems to have been a tendency to ignore a very important physiological fact in the endeavour to restrict or prevent the use of drugs such as opium. The human organisation would seem to require a narcotic stimulant of some kind. In every part of the globe, even amongst the most primitive races and savages, the human system would seem to crave for a narcotic stimulant. Tea, coffee, cocoa, coca, tobacco, are all narcotic stimulants, and opium is the greatest of all. The South American Indians chew the coca leaf, and now use coffee on a large scale. Tobacco was first found in extensive use among the North American Indians; tea among the Chinese; coffee among the Arabs.

The several products of the hemp plant (*Cannabis Indica*), bhang, ganja and charas of the natives of India, have been found to be in more or less general use among the savages in the interior of Africa and among the tribes inhabiting the African coasts. Hashish is simply a preparation from the leaves of the hemp plant. Alcohol is the stimulant in use among the races inhabiting the temperate regions. But of all the dangerous narcotics, that is, alcohol, cocaine and opium, the last named is the least injurious to the human system. This was very clearly brought out in the evidence recorded by the Opium and Hemp Drugs Commission. Surgeon-General R. Harvey, in the course of his evidence, said "opium was God's greatest gift to man." It is a curious fact that among the Chinese, who consume opium as a national habit, epidemic diseases, such as cholera, small-pox, fevers, especially malarial fever, are practically unknown. Plague is prevalent, but that is a purely "dirty" disease; and people do not eat plague in order to contract it; whereas cholera, and leprosy of the typhoid and enteric type are, as is well known, contracted by "eating."

The opium habit would seem to have reformed the Chinese immune against these epidemics. Moreover, it is a well known fact that the Chinese are an extremely virile race. Most white races have recognised this, hence the strong objection to unions between the Chinese and Europeans; especially in our Colonial possessions; because it has been found that the resulting race is all Mongolian, without even a trace of the Caucasian. From this physiologists argue that such virility and persistent heredity must be due to some influence outside of pure nationality; for it upsets the "Mendelian law" of heredity; and the conclusion has been forced upon them that we must look to opium as the predisposing cause of such persistent virility. Therefore, carrying argument to its logical conclusion the inference is irresistibly forced upon one that the opium habit has more to recommend it than the alcohol and cocaine habits; and that it does not deteriorate the virility of the race, which alcohol and cocaine undoubtedly do. Therefore, taking all these facts into consideration it seems a pity that the British race should have championed the anti-opium campaign, to the detriment of its revenue, and as calculated to lead to the use of much more harmful drugs.

THE FAR EAST IN PARLIAMENT.

RAILWAY DEVELOPMENT IN CHINA.

In the House of Lords on November 9 Lord Stanhope asked the representative of the Foreign Office in the House of Lords—

1. In view of Germany's assertion of rights to participate on equal terms in the construction and financing of railways in the Yangtze Provinces whether His Majesty's Government recognises German claims to an exclusive position in mines and railways in Shantung.

2. Similarly, whether Russian financiers, having intimated their intention of participating in railway enterprises in the Yangtze Valley, the Anglo-Russian Convention of 1899 with regard to railway enterprise in China has been abrogated; and whether in that case British enterprise is in a position to claim equal opportunities in the region North of the Great Wall.

3. Whether it is not advisable to determine the geographical limits within which the Japanese Government is entitled to veto or intervene in such measures as the Chinese Government may desire to take for the development of Western Manchuria and Mongolia.

The Earl of Crewe, having congratulated the noble Earl on his maiden question, replied:—As regards the first question, His Majesty's Government has not given the German Government any assurance in that sense. The case raised by the second question is of a somewhat different character. The proposed participation by the Russians in railway enterprise in the Yangtze Valley is confined to a loan, which is not secured by any mortgage on the line, and that loan does not appear to contravene the terms of the Anglo-Russian Agreement of 1899. I ought to add that British participation in railway enterprise north of the Great Wall on similar terms to those on which the Russians are engaged in the Yangtze Valley will not occasion any protest on the part of the Russian Government. When we are considering these matters it is important to remember that owing to the great change that has taken place in the position of China since the two agreements alluded to by the noble Earl were made all new railways in China will be under the control of the Chinese Government. In regard to the third question, the noble Earl was conscious that he was leading on somewhat risky ground. I am afraid I cannot follow him into the matters raised by that question. As the matter stands, it is one entirely for arrangement between the respective Governments of China and Japan.

ACCIDENT IN ASIA CHANNEL.

CONSERVANCY JUNK SUNK.

At about seven o'clock Wednesday evening a rather serious and fatal collision occurred near the entrance to the Astoria Channel, as a result of which the tug *Jaen*, the property of the Franco-Dutch Dredging Company, the Whangpoo Conservancy contractors, was sunk, reports the *Shanghai Times* of 3rd inst. The *Ninghai*, Captain Bell, which left here earlier in the evening for Ningpo, was passing down the Astoria Channel when, she met the tug *Jaen* coming up. How the collision occurred we cannot say, but the *Jaen* was struck on the port side and very badly damaged, but fortunately she was pushed by the *Ninghai* well over toward the left bank out of the deep water channel, where she settled down. The *Ninghai* was also badly damaged, having a hole stove in on one side of her bow, just above the waterline, and she returned to Shanghai at daylight this morning. After her cargo has been discharged, she will undergo repairs. It is thought the *Jaen* will be refloated without much difficulty.

When the two vessels collided it was very dark and the shock was so great that Captain C. V. d'Honn of the *Jaen* was pitched from the bridge overboard into the water along with the load and one of the Chinese sailors. There was a scene of great excitement on board both vessels and for the time being the men were not missed. As soon as the *Ninghai* had backed away from the scene of the collision, she was anchored for the night. Meanwhile the crew of the *Jaen* who had escaped commenced a search for the missing Captain and sailor, but it was so dark that all their efforts were in vain. To-day the search was renewed, but up to the present the bodies have not been found. The work of raising the sunken tow-boat was commenced to-day by Messrs. Wheelock and Co. and they expect to have her raised to-morrow. As the damage to the *Ninghai* was well above the water line, it will not be necessary to dock her. The damaged plates will be cut out and new ones fitted in their places, and it is expected that the repairs will be completed this week. An investigation into the cause of the collision will be held shortly.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 6th at 11.55 a.m.—The barometer has fallen moderately in E. Japan, and risen slightly over W. Japan, the China coast and the Philippines.

Pressure is still low over the S. part of the Philippine Archipelago and adjacent waters, and the northern depression remains over the Sea of Japan.

Pressure is highest over the E. coast of China. It has given way slightly over the Yangtze valley.

Fresh monsoon may be expected in the Formosa Channel, and strong monsoon over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 6.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, moderate to fresh; fine.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Amoy, same as No. 1.

4.—South coast of China between Hongkong and Hsien, same as No. 1.

THE RICE DISPUTE.

Before the Acting Chief Justice at the Supreme Court this morning, the case was resumed in which the Hang Shing firm, of No. 13, Wing Lok Street West, are bringing an action against Messrs. W. R. Loxley and Company, of Hongkong, for the purpose of recovering the sum of \$4,274.52, being amount due for rice sold and delivered, together with interest thereon at the rate of 5 per cent. per annum until payment or judgment. Mr. Eldon Potter, instructed by Mr. R. A. Harding, appeared for the plaintiffs and Mr. M. W. Slade, instructed by Mr. F. B. L. Bowley, was for the defendants. Defendants entered a counter-claim for \$4,593.80.

His Lordship ruled with regard to certain contentious points concerning the quality of the rice delivered to the defendants.

Mr. Potter—The ruling does not refer to the question of damages?

His Lordship—No.

Mr. Slade continued his argument and the case was adjourned.

BRITISH STEAMER DESTROYED BY FIRE.

Vladivostok, Nov. 23.
The vessel *Proper* arrived here yesterday from Imperatorsk Port with the crew of the British steamer *Esport* (?), which has been destroyed by fire. The circumstances attending the burning of the vessel are curious. It appears, according to the story of the men, reproduced in the *Daily Vostok*, that the *Esport* was loaded with 2,000 tons of timber, belonging to the Gley Company. On leaving Imperatorsk Port, the engine-room hands called the captain's attention to the extraordinary heat in the engine-room and expressed the opinion that the coal in the bunkers had caught fire, in which case it was dangerous to proceed on the journey. The captain, it is alleged, paid no attention to the representations of the men and continued the voyage. Meanwhile the heat gradually increased, until it was almost impossible for the stokers to work. In these conditions the steamer proceeded for eighty miles from the port. The men then endeavoured to induce the captain to return, but he still declined to listen to their advice. The crew then lost patience, and, forcibly removing the captain from the bridge, placed the vessel in charge of the mate ordering him to proceed to Imperatorsk Port. The vessel was accordingly turned and brought back. By this time there was no doubt the vessel was on fire, as smoke was issuing from the coal-holds. On the port being reached an attempt was made to open the sea-cocks, in order to sink the ship, but they were stopped up. The steamer continued to burn for ten days, until the 18th. An action has been filed in connection with the loss of the vessel (presumably against the captain). The crew were summoned to appear at the British Consulate in Vladivostok on their arrival at the port.

COMMERCIAL.

TODAY'S EXCHANGE.

Bidding.

London—Bank T.T.	.....	119
Do. demand	.....	9 1/16
Do. 4 months' sight	.....	1 1/8
France—Bank T.T.	.....	2.20
America—Bank T.T.	.....	42
Germany—Bank T.T.	.....	1.79
India T.T.	.....	130 1/2
Do. demand	.....	130 1/2
Shanghai—Bank T.T.	.....	75
Singapore—Bank T.T. per H.K. 500	.....	74 1/2
Japan—Bank T.T.	.....	86
Yokohama—Bank T.T.	.....	10 1/2
Buying.		
4 months' sight L/O	.....	119 1/16
6 months' sight L/O	.....	119 5/16
30 days' sight San Francisco & New York	.....	43 1/2
4 months' sight do.	.....	44 1/2
30 days' sight Sydney & Melbourne	.....	119 11/16
4 months' sight France	.....	2.20 1/2
6 months' sight	.....	2.27
4 months' sight Germany	.....	1.79 1/2
Bar Silver	.....	23 1/2
Bank of England rate	.....	5 1/2
Sovereign	.....	11.50

Events Coming.

Monday, 6th December.

Seamen's Institute Concert, Kowloon, 8.30 p.m.

Theatre Royal, Merry-makers, 9 p.m.

Tuesday, 7th December.

Geo. P. Lammert, auction sale suit Lengths, 2.30 p.m.

Sanitary Board Meeting.

Organ Recital, in St. John's Cathedral, 5.30 p.m.

Theatre Royal, "Merry-makers," 9 p.m.

Wednesday, 8th December.

Hughes and Hough, Furniture sale, 2.30 p.m.

Theatre Royal "Merry-makers," 9 p.m.

Thursday, 9th December.

Asile de la Sainte Esfance Bazaar, at City Hall, commencing at 2 p.m.

Hughes and Hough Auction sale, High Class English Jewellery, 11 a.m.

Legislative Council Meeting.

Theatre Royal, "Merry-makers," 9 p.m.

Friday, 10th December.

Theatre Royal, "Merry-makers," 9 p.m.

Saturday, 11th December.

Victoria Regatta 1 p.m.

Hongkong Gas Club Championship shoot, in the afternoon.

Football Matches, Happy Valley, Theatre Royal, "Merry-makers," 9 p.m.

Monday, 13th December.

Victoria Recreation Club, Extraordinary General Meeting, 6 p.m.

Saturday, 18th December.

A. A. A. Sports Meeting, Kowloon Track.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON FRIDAY, the 10th December, 1900, at 11 A.M., in F Godown Bowington, 26 CASES ARRACK. TERMS—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 6th December, 1900. [819]

FROM EUROPE.

THE H. A. L. Steamship "SITHONIA," Captain Brehmer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th inst., will be subject to rent. All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M. No Fire Insurance will be effected by us in any case whatever. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 6th December, 1900. [817]

"SHIRE" LINE OF STEAMERS, LIMITED. NOTICE TO CONSIGNEES. FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship "CARDIGANSHIRE," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 14th inst., at 6 P.M., will be subject to rent. No Fire Insurance will be effected by us in any case whatever. All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on the 13th inst. No Claims will be admitted after delivery of Cargo has been effected to Consignees, and same must be presented within ten days of the steamer's arrival here, otherwise they will not be recognised. Optional Goods will be carried on unless instructions are given to the contrary before steamer's arrival.

JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 6th December, 1900. [818]

S.S. "POLYNESIAN." COMPAGNIE DES MESSEGERIES MARITIMES. NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Meier* and *Dordogne*, in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 1 P.M. TO-DAY, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after MONDAY, the 13th December, at Noon will be subject to rent and landing charges. All claims must be sent in to me on or before the 13th December or they will not be recognised. All damaged packages will be examined on MONDAY, the 13th December, at 2 P.M. No Fire Insurance has been effected. P. DE CHAMPORIN, Agent. Hongkong, 6th December, 1900. [9]

GREEN ISLAND CEMENT COMPANY, LIMITED. PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$8.45 per Bag ex Factory. SHEWAN TOMES & CO., General Managers. Hongkong, 15th August, 1900. [809]

STATE EXPRESS

THE MOST PERFECT CIGARETTES IN THE WORLD.

Winfred (Virginia Leaf) in Tins of 50 - - 50 cts.

" " " " Packets of 20 - 20 "

" " " " Tins of 50 - - 80 "

No. 555 " " " " - - \$1.20

No. 999 " " " " - - 3.00

Quo Vadis (Turkish Leaf) " " " " - - 1.50

Turkish Leaf No. 1 " " " " - - 3.00

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Korea via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, JAN. 15TH.	"CHARTER" FRIDAY, JAN. 28TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 30TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 12TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 20TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.

Each Trans-Pacific "Empress" connects at Vancouver with a "Special Mail Express Train" and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). £71.10/6.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate class on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SINGAPORE, PENANG & CALOUTTA	FOOKSANG	TUESDAY, 7th Dec, Noon.
TIENSIN and/or CHINGWANTAO	CHONGSHING	WEDNESDAY, 8th Dec, Noon.
via WEIHAIWEI	YATSHING	WEDNESDAY, 8th Dec, 4 P.M.
SHANGHAI	HANGSANG	FRIDAY, 10th Dec, Noon.
MANILA	LIANGSANG	FRIDAY, 10th Dec, 4 P.M.
SINGAPORE, PENANG & CALOUTTA	LAINGANG	SATURDAY, 11th Dec, Noon.
SHANGHAI	KWONGSANG	SUNDAY, 12th Dec, Daylight.
MANILA	YUANSANG	FRIDAY, 17th Dec, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	SUNDAY, 26th Dec, 3 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Katsura*, *Nagasaki* and *Fukushima* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

Telephone No. 61.

Hongkong, 6th December, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To	On
HONGKONG	"CHILLI"	7th Dec.	10 A.M.
MANILA	"TEAN"	7th "	3 P.M.
SHANGHAI	"HANGHONG"	7th "	4 P.M.
AMOI, FOOSHOW & SHANGHAI	"KWA-GE"	8th "	"
SHANGHAI	"LINAN"	9th "	"
TSINGTAO, WEIHAIWEI & CHEFOO	"NANCHANG"	9th "	"
MANILA	"CHIHUA"	11th "	Daylight.
SHANGHAI	"TAMING"	14th "	3 P.M.
SHANGHAI	"CHERAN"	16th "	4 P.M.
MANILA, ZAMBOANGA and USUAL	"ANHUI"	19th "	Daylight.
AUSTRALIAN PORTS	"CHANGSHA"	10th Jan.	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State Rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State Rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chow*, *Linan*, *Chihua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State Rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS

Telephone No. 36.

Hongkong, 6th December, 1909.

HONGKONG—MANILA

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
CHINA	1540	R. W. Almond	AMOI & MANILA	FRIDAY, 10th Dec., at 5 P.M.
ZAFIRO	1140	R. Rodet	MANILA	SATURDAY, 18th Dec., at Noon.

SHEWAN TOMES & CO.

General Managers.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSU MARU 5,000 tons gross Sail 19th Dec., 1909, at Daylight.

S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

N. YAMADA,

Acting Manager.

TOYO KISEN KAISHA, King's Building.

On 6th November, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with out transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO and ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 8th Dec., at Noon.
TAMSUI v. SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 12th Dec., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 6th December, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP	SADOMARU, Capt. S. Horikoshi, Tons 6500	WEDNESDAY, 8th Dec., at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	HIRANO MARU, Capt. H. Wase, Tons 9200	WEDNESDAY, 22nd Dec., at Daylight.
	TANGO MARU, Capt. A. Christiansen, Tons 8000	WEDNESDAY, 5th Jan., at Daylight.

VICTORIA, B.C., & SEATTLE	SHINANO MARU, Capt. K. Kawa, Tons 6500	TUESDAY, 7th Dec., at Noon.
Kobe, YOKKAICHI AND YOKOHAMA	ARI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 4th Jan., at Noon.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 24th Dec., at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 6000	FRIDAY, 21st Jan., at Noon.

SHANGHAI, MOJI AND KOBE	YETOROFU MARU, Capt. K. Soyeda, Tons 4500	FRIDAY, 10th Dec., at Noon.
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NAGASAKI, KOBE and YOKOHAMA	MISHIMA MARU, Capt. A. E. Mose, Tons 9000	SATURDAY, 18th Dec., at Daylight.
	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 22nd Dec., at Noon.

KOBE and YOKOHAMA	AWA MARU, Capt. A. Keih, Tons 6500	SATURDAY, 11th Dec., at Daylight.
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YOKOHAMA (Direct)	TANGO MARU, Capt. A. Christiansen, Tons 8000	WEDNESDAY, 8th Dec., at Noon.
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BOMBAY, via SINGAPORE AND COLOMBO	BINGO MARU, Capt. G. C. Hurry, Tons 6500	THURSDAY, 16th Dec., at Noon.
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Fitted with new System of wireless telegraphy. Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUSUMOTO,

Manager.

Shipping—Steamer

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "CARMARTHENSHIRE" Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON £35

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 30th November, 1909.

[802]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malacca Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "LOWTHER CASTLE" On 8th Dec. FOR NEW YORK: S.S. "SHIMOSA" On 22nd Dec.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 6th December, 1909.

ASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE," Captain Filcher, will be despatched as above on WEDNESDAY, the 8th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th November, 1909.

[776]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE via MOJI, KOBE AND YOKOHAMA

Steamer	Captain	Sailing Date
Aymara	J. Boyd	1909 23rd Dec.
Buenos Aires	S. Shotton	1910 13th Jan.
Oceano	F. W. Davies	10th Feb.
Kumera	J. Mathie	10th March
Aymara	J. Boyd	7th April

These steamers are specially fitted for the carriage of Atlantic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED General Agents.

Queen's Buildings, Hongkong, 27th November, 1909.

[80]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE," Captain W. Barrett, will be despatched as above on or about 16th December.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st November, 1909.

[801]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. Walker
"KWONG SAI" Capt. E. S. Chow
Leave Hongkong for Canton at 9 every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.
Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 7, Queen's Road West, Hongkong, 4th Dec. 1909.

[81]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR TRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BARATIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"HIMALAYA," Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 12th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Monzella*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 22nd January, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HERWETT, Superintendent.

Hongkong, 27th November, 1909.

[4]

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH-AMERICAN PORTS up to CALLAO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also: BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

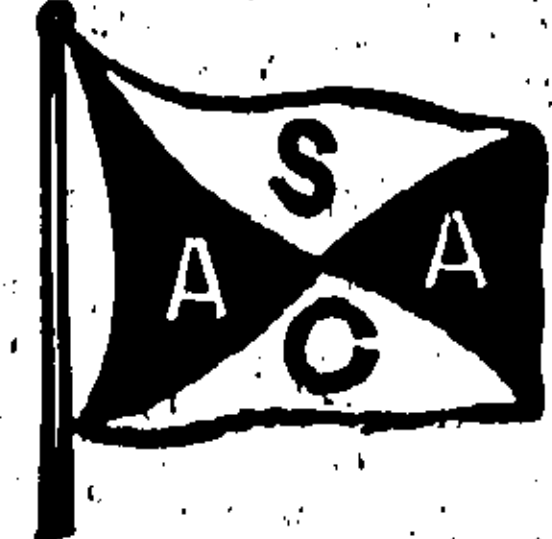
"ISCHIA," Captain Belsio, will be despatched as above on MONDAY, the 13th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 4th December, 1909.

[16]

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the MALACCA COAST.)

S.S. "INDRAMAYO" ... On 14th Decem-

ber, 1909.

For Freight and further information, apply to—

SHEWAN, TOMES & CO., General Agents.

Hongkong, 3rd December, 1909.

[769]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 26th November, 1909.

[11]

SHARE QUOTATIONS

Supplied by Messrs. E. S. KAWHON & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

ST CKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$25	\$1,500,000 \$15,000 \$150,000	\$2,007,810	Interim of £2 for account 1909 @ ex 1/9 = \$2.72	4 % \$995 buyers London 491
National Bank of China, Limited	99,925	7	10	\$4,000 \$5,000	\$30,552	\$2 (London 3/6) for 1903	6 % \$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	20,000	\$250	\$50	\$1,500,000 \$154,811 \$302,701 \$185,000	none	\$10 for 1908	7 % \$160 buyers
North China Insurance Company, Limited	10,000	15	15	Tls. 150,000 Tls. 302,747 Tls. 118,377	Tls. 160,512	Interim of 7/6 for 1908	3 1/2 % Tls. 110 buyers
Union Insurance Society of Canton	12,400	\$150	\$100	\$1,000,000 \$1,141,448 \$55,249 \$55,249	\$8,464,801	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 % \$185 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$10	\$1,000,000 \$304,405 \$109,264	\$7,767	\$11 and bonus \$3 for 1907	7 % \$120 buyers
FIRE INSURANCE.							
China Fire Insurance Company	70,000	\$100	\$20	\$1,000,000 \$416,666 \$133,333	\$375,341	\$6 and bonus \$2 for 1907	7 % \$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,431,172	\$368,711	\$27 for 1907	7 1/2 % \$375 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$15	\$7,000 \$30,000 \$100,000	\$1,031	\$1 for 1906	5 % \$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	NIL	\$1 for year ending 30.6.1908	5 % \$33
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$617,500 \$119,200 \$22,645	\$27,170	Interim of \$1 1/2 for account 1909	7 1/2 % \$30 1/2 sa. and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$1,000,000 \$240,000	\$13,755	6 1/2 for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	6 % \$60 buyers
Do. (Deferred)	60,000	15	15	\$1,000,000 \$240,000	\$13,755	Final of 2 1/2 for 1908 and interim of 1 1/2 for 1909	6 % \$60 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	\$2,000,000 \$1,000,000 \$1,000,000	\$68,817	\$12.00 \$0.50 for year ending 10.4.1909	4 % \$25 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000	\$8,121		3 1/2 % \$14
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$56,848	Dr. \$1,338	\$5 for year ending 31.12.08	3 1/2 % \$159
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$195.80	\$3 for 1897	5 1/2 % \$21 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6.02	Tls. 10 for year ending 31.8.19	5 % Tls. 350 st. and d.
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$1,000,000 \$1,000,000	\$7.43	Final of 1/6 making 3/4 for 1909	7 % Tls. 19.30 sales
Raub Australian Gold Mining Company, Limited	150,000	1	18/10	\$1,000,000 \$1,000,000	Dr. \$2,191	No. 12 of 1/4 = 48 cents	7 1/2 % \$7 1/2 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gas.) & Co., Limited	18,000	\$25	\$25	\$18,000 \$18,000	Dr. \$7,401	\$1.75 for year ending 31.12.06	5 % \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$500,000 \$50,000 \$40,000	\$30,103	None	5 % \$62 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$500,000 \$50,000 \$40,000	\$345,163	Interim of \$1 1/2 for account 1909	6 1/2 % \$50 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 60,257 Tls. 10,000	Tls. 6,261	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 % Tls. 75 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 10	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 % Tls. 12 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	\$15,000 \$15,000	\$24,641	\$1.20 on old and 60 cents on first new issue	5 1/2 % \$17 sellers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$648,977 \$14,018	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 % \$43 1/2 new b.
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$1	\$1	\$250,000 \$22,178	\$25,475	Interim of 3/4 for account 1909	6 1/2 % \$103 sales
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$1	\$250,000 \$22,178	\$25,475	60 cents for 1908	6 1/2 % \$9 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000	\$5,486	\$1 1/2 for 1908	5 % \$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 1,500,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 1,000,000 none	\$1,068	Interim of \$2 for account 1909	8 1/2 % \$44 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 1,000,000 Tls. 40,098	Tls. 2,991	Tls. 11 for year ending 31.10.19	3 1/2 % Tls. 120 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	Tls. 1,000,000 Tls. 40,098	\$9,553	50 cents for year ending 31.7.08	5 % \$6 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,750,000 Tls. 1,750,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.06	7 1/2 % Tls. 7 1/2 ex div.
Lao-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	Tls. 1,000,000 Tls. 1,000,000	Tls. 4,829	Tls. 4 for 1908	5 % Tls. 106
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000	Tls. 15,911	Tls. 5 for 1906	5 % Tls. 450
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$40,000	\$648	15 % per share for 1908	10 % \$10
China-Borneo Company, Limited	50,000	\$12	\$12	\$1,500 \$40,000	\$648	\$2.50 for 1908	10 % \$12 1/2 sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000 \$1,000	\$1,137	50 cents for year ended 28.2.06	10 % \$6 buyers
Do. Do. special shares	0,000	\$1	\$1	none	\$61,208	80 cents for 1908	10 % \$9 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	none	\$61,208	\$1.0 for year ending 31.7.09	8 1/2 % \$16 1/2 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000	\$3,756	Interim of 35 cents for account 1909	10 % \$7 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000 \$1,000	\$3,756	8 cents for year ending 31.12.08	8 % \$12
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000 \$1,000	\$3,756	Interim of 35 cents for account 1909	10 % \$7 sales
Hongkong Electric Company, Limited	60,000	\$10	\$1	\$1,000 \$1,000	\$3,756	\$1 and bonus 20 cts. for year ending 29.2.06	6 % \$20 1/2 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	none	\$5,195	Interim of \$2 for account 1909	10 % \$18 1/2 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000 \$1,000	\$7,616	Interim of \$1 for account 1909	10 % \$12 1/2 sales
Maatschappij tot Exploitatie van Landbouwen plaatjes in Lingay, Bosch en Landbouwen	25,000	Gs. 100	Gs. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 316,682	Third of quarterly of Tls. 12 1/2 for account 1909	6 % Tls. 730 sales
Peak Tramways Company, Limited	25,000	Gs. 100	Gs. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$13 1/2
Philippine Company, Limited	75,000	\$10	\$10	\$1,000 \$1,000	\$2,204	None	3 % \$9 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 7,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 111 buyers
South China Morning Post, Limited	6,000	\$15	\$15	none	Dr. \$56,602	None	5 1/2 % \$33 1/2 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$61	40 cents for year ending 31.5.09	7 % \$1
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$72	60 cents for year ending 31.12.08	5 % \$10 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	none	\$342	60 cents per old share for year ending 31.5.09	6 1/2 % \$1 1/2 buyers
Watson (A.S.) & Co., Limited	90,000	\$17	\$1	\$300,000 \$5,000	\$2,613	Final of 30 cents for 1908	6 1/2 % \$7 1/2 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	5 % \$3 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	500,000	2/6	2/6	none	none	Interim of 12 1/2 % for account 1909	14 1/2 % \$6 1/2 buyers
Balgownie Rubber Estate, Limited	20,000	\$1	\$10	none	none	20 % interim for 1909	5 1/2 % \$3 1/2 sales
Camfield Rubber Estate, Limited	32,650	1/6	1/6	none	none	2/6 for 1909	7 1/2 % \$7 1/2 sales
Damansara (Selangor) Rubber Co.	110,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Golconda Malay Rubber Co.	8,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	1/6	1/6	none	none	7 1/2 % interim for 1909	5 1/2 % \$5 1/2 buyers
Do. do. (contributory)	123,547	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Kamuning (Perak) Rubber tin & Co.	910,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Do. do. A Shares	105,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Do. do. B Shares	180,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Kuala Lumpur Rubber Co., Limited	900,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Linggi Plantations, Limited (ordinary)	10,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Do. do. (7% pref.)	10,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Ragalla Rubber Company, Limited (ordinary)	25,500	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Do. do. (8% pref.)	2,500	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Ledbury Rubber Estates, Limited	6,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Sagga Rubber Company, Limited	40,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Sandycroft Rubber Company, Limited	20,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Sekong Rubber Company, Limited	1,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Shelford Rubber Estate, Limited	80,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Singapore & Johore Rubber Company, Limited	65,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Sungei Chok Rubber Estate Company, Limited	2,500	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers
Sungei Kapar Rubber Company	110,000	1/6	1/6	none	none	None	5 1/2 % \$5 1/2 buyers

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Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS:

ESTABLISHED IN 1882. CAPITAL £3,000,000.



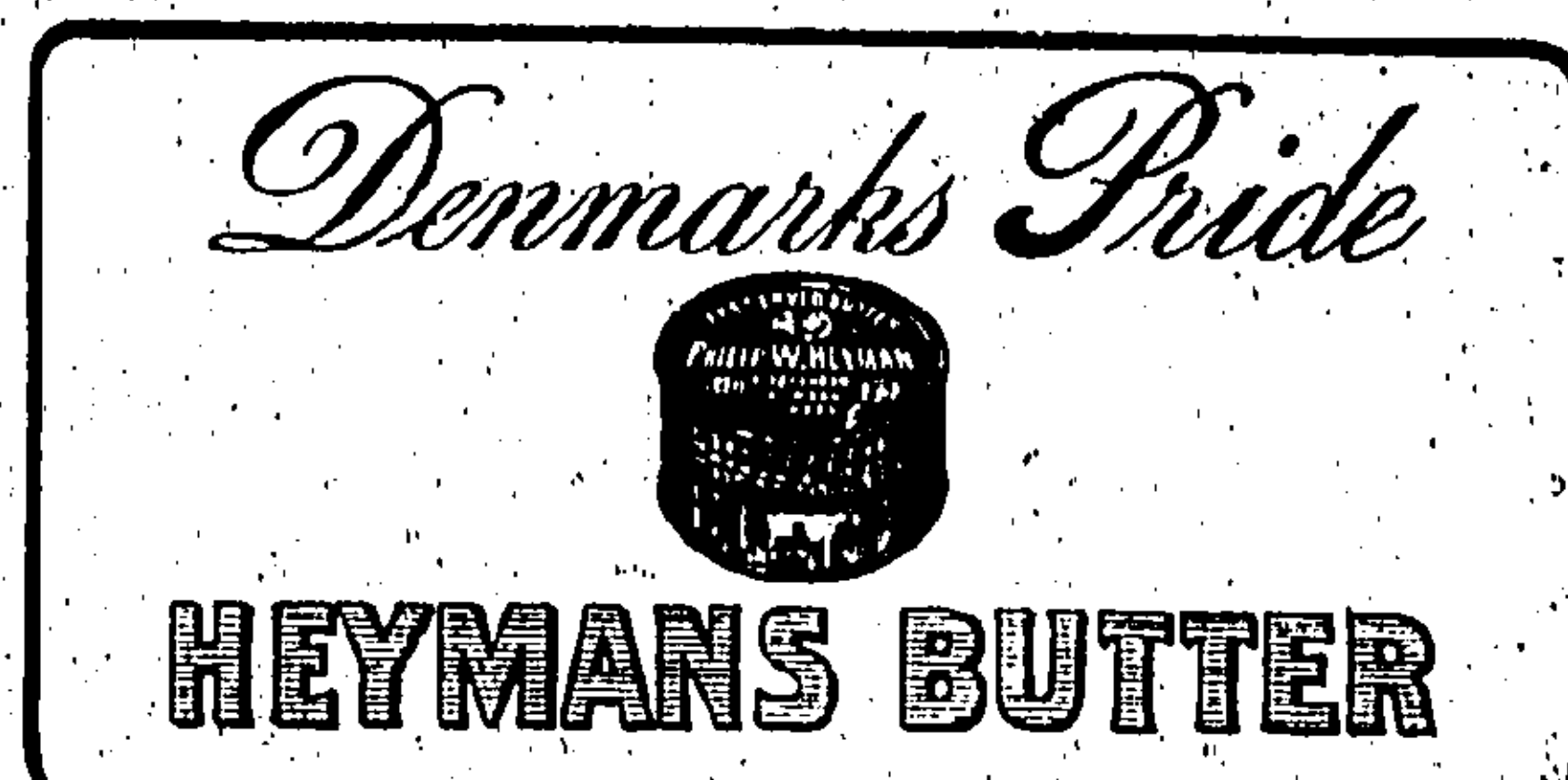
"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Végues Especiales, Regalia A-Lopez, Regalia G-Pereira, Favoritos A-Lopez, Favoritos A-Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

SIEMSEN & CO., Sole Agents.

858

REMINGTON
TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1900.

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VETARZO BRAIN AND
NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by wear, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstrain of modern life. It restores vitality, invigorates the system, cures nervous debility, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy the pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, headache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other symptoms of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Treating the system generally, it gives tone to the exhausted nerves, arrests all weakening discharges, involuntary losses, etc.; restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD
MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and purifies to the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatever form met with; removes all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolourations, roughness and unsightly patches, etc. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, secondary symptoms, eczema, lepra, psoriasis, bed legs, and breast abscesses, ulcers, sores, givore or Dysentery, etc. It improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, stridulating, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations, usually their own manufacture, for the sake of extra profit. Time is being and, every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO BLOOD MEDICINE" impressed thereon, in white letters on a red ground; by direction of His Majesty's Hon. Commissioners. Registered Trade-Mark.

VETARZO. Legal proceedings will be taken against persons pilfering.

COMMON SENSE IN A NUTSHELL.—A new medical work on the cause and most scientific and efficient means of self-cure ever discovered for nervous exhaustion, depression of spirits, want of rest and energy, etc., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, secondary symptoms, stricture, etc., and no sufferer should fail to procure a copy. Post free in plain envelope on receipt of Postal Order or cheque from THE VETARZO REMEDIES CO., Gospel Oak, London, or of Agents for above medicines. Price 10 cents Post Free.

Agents for India—TREAHER AND CO. LTD., BOMBAY, BYCULLA, and POONA.

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